

ENRIGHT ASKS MORE PAY FOR ALL POLICE

Patrolmen Disappointed, as
Including of High Ranks
May Cause Muddle.

UP TO ESTIMATE BOARD

Commissioner's Letter to
Mayor Sets Out Need of
Wage Advance.

In his letter to Mayor Hylan, which was put yesterday on the calendar for to-morrow's meeting of the Board of Estimate, Commissioner Enright asks that the salary of every uniformed member of the Police Department, officers and men, and matrons as well, be raised. He makes no distinction between the needs of the patrolman now fighting along on \$1,050 and that of the men of officer rank. All of the latter were substantially boosted last January or a year ago.

He figures that if the increases took effect on August 1 they would cost \$724,541.64 for the remaining five months of 1918 and \$1,738,990 for a whole year. He tells the Mayor:

"The economies already effected in this department, and which will be extended for the remainder of the year, should be sufficient to meet the increase in salaries herein requested, and I am of the opinion that the budget for next year will show no great increase, if any increase whatever, over the current year, notwithstanding the proposed increase in salaries which I have the honor to bring to your attention."

Naturally the patrolmen are greatly disappointed by the Commissioner's action. To be sure he asks for a \$150 raise for each grade of patrolman, which amounts to more than the 10 per cent they asked for themselves. But they feel that the officers should be paid to stand aside this year, as the officers of the Fire Department have done, and that the Commissioner, in including the officers in his recommendation, has complicated a situation which has already been marked by distressing delays on the part of the city officials.

Board May Choose.

Of course the Board of Estimate can give the patrolmen relief and deny the request for the officers if it chooses to do so. Mayor Hylan said a fortnight ago that while the administration was disposed to advance all deserving city employees, he would not consider very seriously the claims of those now getting more than \$1,800 a year. All of the officers, for whom Commissioner Enright now requests increases ranging from 7.17 to 16.23 per cent, are well above \$1,800 at present.

Last spring, when the firemen decided that they could not stand the strain any longer and agreed to petition for a 10 per cent advance, the officers were well and fully commented to ask nothing for themselves, so that the poorest paid of the department could have a free field. It is supposed that the police officers would be just as generous.

It was not until the Sun's appeal in behalf of relief for the under dogs of the city department, beginning with the patrolmen and firemen, met public favor, and the Board of Estimate was discovered to be anxious to grant the relief if the money could be found, that the higher ups of the Police Department began to clamor for recognition for themselves. They presented their schedule to Mr. Enright two weeks ago, and after some pruning he has passed them along to the Board of Estimate with his indorsement.

It looks to the patrolmen as if their officers had taken advantage of the popular movement in behalf of the poorly paid to try to make a killing at the same time. Of course the officers' living expense has gone up like everybody's else, and their wage has lagged behind, but unless the patrolmen are very much mistaken the real suffering which they endure is not shared by their superiors.

Wage Increase Urged.

The increases recommended by Commissioner Enright are:

Chief Inspector, from \$6,000 to \$7,000, or 16.23 per cent.

Borough Inspectors, \$4,200 to \$4,500, or 7.17 per cent.

Inspectors, from \$3,900 to \$4,300, or 10.26 per cent.

Surgeons, from \$3,500 to \$4,000, or 14.29 per cent.

Captains, from \$3,120 to \$3,500, or 12.18 per cent.

Lieutenants, from \$2,450 to \$2,700, or 10.2 per cent.

Sergeants, from \$1,950 to \$2,150, or 10.26 per cent.

Patrolmen, first grade, from \$1,550 to \$1,650, or 6.45 per cent.

Patrolmen, second grade, from \$1,400 to \$1,550, or 10.71 per cent.

Patrolmen, third grade, \$1,300 to \$1,400, or 7.69 per cent.

Patrolmen, fourth grade, from \$1,200 to \$1,350, or 12.5 per cent.

Patrolmen, fifth grade, from \$1,050 to \$1,200, or 14.29 per cent.

Matrons, from \$1,200 to \$1,350, or 12.5 per cent.

Beginning on January 1 last year inspectors were raised from \$2,500 to \$3,900, and captains from \$2,750 to \$3,120. On January 1 this year lieutenants were raised from \$2,250 to \$2,450, first grade detectives from \$2,250 to \$2,450 and sergeants from \$1,750 to \$1,950. In the last two years first grade patrolmen have been advanced \$100 and patrolmen of the other grades \$50.

In his letter to the Mayor, Commissioner Enright says he is requesting increases of substantially 10 per cent. He continues:

"The great increase in the cost of living has seriously affected members of the uniformed force of this department. These men are obliged to live in New York city. Most of them are required to live a considerable distance from the places at which they are assigned to duty, and are obliged to take many miles away from home, at an added expense."

"The cost of uniforms and equipment has generally increased, and more than doubled in many instances, and it is needless to say that the cost of living has advanced at least 50 per cent. In the last five years and is steadily climbing. The members of this department are not allowed to engage in any other work to supplement their revenue by any means whatever, and they are therefore obliged to meet the great advance in their living expenses with a salary which has remained almost stationary for the last fifty years."

List of Police Pay.

The salary of a patrolman has been advanced only \$100 since 1894; the salary of sergeants and lieutenants has advanced \$450 since 1894; the salary of captains has advanced \$370 in the last forty years, and the salary of inspectors has advanced \$400 in the last sixty years.

Considering the importance of police service, particularly during these times, and the manifest inadequacy of their pay, I believe it is for the best interest of the service that there should be a general advance in salaries in keeping with the general trend of the times and in harmony with the action of the Fed-

PUBLIC PAYS LAST TRIBUTE TO MITCHEL

Continued from First Page.

candles—all set where such decorations and emblems had been placed in respect for Gaynor, just at the foot of the main staircase in the Mayor's office. His Honor, in company with the members of the Board of Estimate and the Honors, the Aldermen, talked in groups, very subdued. Two files of young infantrymen from the Twenty-second United States Infantry at Governors Island stood rigidly at the right and left of the flight of steps leading from the plaza to the main entrance of the hall.

Stillness Marks Approach.

As the hour of 5 o'clock approached all of the people in and out of the building grew very still, for word had come that the funeral procession, which had left the mother's home at 4:10 P. M., was drawing near. At two minutes to 5 a single motorcycle policeman whirled from Park Row into the plaza in front of the hall. Three of his comrades followed, and after them a company of twenty men afoot.

Southward in Park Row a troop of police cavalry, the flanks of their big bay horses white with lather, trotted steadily and wheeled at a sharp command into the plaza. Immediately after them rolled the black funeral car, and then came a dozen motor cars carrying men that had served the city with Mayor Mitchell, his chief lieutenants and the closest friends—Robert Adams, son, Theodore Rousseau, George McAneny, George V. Mullan, Lamar Hardy, R. A. C. Smith, among others.

At the head of the first short flight of steps leading to the second floor of the hall, hung the tribute from the Board of Aldermen—a great blanket of pink roses and white lilies, in the center with a white and soft purple of the coat of arms of the city. Six lighted candles, three upon each side, burned by the coffin, tall tapers of a curious brown tone oddly ill at ease with the white and soft purple of the setting of the catafalque. But the whole effect was beautiful and impressive, all the more so perhaps in that no black was employed except as was revealed in the six candlesticks, purple having been used for carpet and hangings and ribbons.

Salute to the Dead.

At that instant too, as Lieut. Frank R. Shucker of the Twenty-second Infantry, U. S. A., with eight sergeants, lifted the coffin from the funeral car, the mounted policemen holding their horses on the south side of the plaza saluted with batons, the hand of every officer and man in the service of the nation snapped to the visor of his cap and every man in the uniform of the city came to attention.

It was also just then that the thousands gazing from the streets and from the windows of the buildings overlooking City Hall Park uncovered their heads. All sound of movement in the streets died away. Probably in all the history of the city there was never a minute freer from the sound and stir of traffic and the noise of tongues.

The eight sergeants shouldered the flag draped coffin, upon which rested Mayor Mitchell's officers' cap, and Mayor Hylan and his associates turned toward the steps, leading the way for the dead. The bell in the tower began to toll. Probably more than one person recalled that instant the manner in which the late Mayor left the hall on New Year's

Day of this year. After he had turned his office over to Judge Hylan he hastened to rid himself of the entire ceremony. He ran down the steps, unaccompanied, the house of looking, jumped in his motor car and drove away still alone.

Mayor, officials and the detail carrying the coffin passed through lanes of policemen drawn up on the steps at the entrance of the hall and along the length of purple carpet leading to the catafalque at the foot of the stairs in the rotunda. Here the coffin was set down upon two pedestals that were almost concealed by the wealth of flowers and greenery. Ilex, dark green and smoothly sheared, rose from tubs between the marble columns. Palms were set in spaces between the ilex, the whole forming a wall of greenery to the right and left of the coffin.

At 1 o'clock this morning a straggling line still was filling into the room and again—a line which never really broke though it grew thin.

Floral offerings to the memory of the dead tilted against the base of columns or lay near the coffin itself. A tribute from the Italian citizens of New York from the Syrians, from the Class of 1899 of Columbia University, Major Mitchell's class; from Lord Reading, the British Ambassador; from Viscount Ighite, the Japanese Ambassador; from the Chamber of Commerce and the Mercantile Association, from individual associations almost past count. The floor of the rotunda was literally heaped with these lovely emblems of mourning.

So much so that later when the thousands began to tread their way softly by the sealed coffin they were forced to step carefully.

Tribute From Aldermen.

Upon the wall at the back of the landing at the head of the first short flight of steps leading to the second floor of the hall, hung the tribute from the Board of Aldermen—a great blanket of pink roses and white lilies, in the center with a white and soft purple of the coat of arms of the city.

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The soldier bearers and the police guards bustled themselves for a few minutes in arranging the coffin securely upon its stands and in clearing a little passageway to the right and left. The guard of honor—two soldiers at the head, two at the foot of the coffin—took its stand, their rifles at parade rest. Then the Mayor's former associates in official life entered the rotunda arm in arm and passed around the coffin. First came George McAneny and Theodore Rousseau, then Lamar Hardy and Justice Mullan, then Robert Adams and George Bell. There were perhaps forty in this company which had escorted the body from Mrs. James Mitchell's home, and in the group were Lieut.-Col. Arthur Woods, Signal Corps, U. S. A., formerly Police Commissioner of New York, and Mayor William B. Meloney of the Artillery, formerly executive secretary to the Mayor.

The coffin was not unsealed. The thousands that paid their respects later gazed merely upon the Stars and Stripes which concealed the entire length and breadth of the bronze casket. These were admitted at 5:30 P. M. and thereafter until past midnight the lines of people pressing into the City Hall from east and west and passing through the doorway to the rotunda two by two were unbroken.

In the first hour the people entered at the rate of 100 to the minute, 6,000 to the hour. As the night aged this

press slackened a little, though not much. Probably by this morning at 8 o'clock, when the doors will be closed, at least 50,000 persons will have done themselves the honor of walking bareheaded past Major Mitchell's coffin.

It was estimated that 100,000 persons gazed upon the dead face of Mayor Gaynor, but Mr. Gaynor's body lay in state on Sunday, May 22, for fourteen hours, and on the previous evening opportunity had been had by thousands to pass through the rotunda. The guard of honor of four infantrymen was relieved hourly through the night.

To-day will be the opportunity of the public to pay in the streets, as Major Mitchell's funeral procession journeyed northward from the City Hall to St. Patrick's Cathedral, their last respects; but yesterday there was not wanting several notable demonstrations of public feeling.

When the friends of the late Mayor and the escort left Mrs. James Mitchell's home in the late afternoon there were 3,000 persons gathered in the streets near the mother's house, and when the funeral car took its way in St. Nicholas avenue to 110th street and thence to Fifth avenue and so southward to Fourth street, Lafayette street, Park Row and the City Hall, all of the streets were lined with silent, respectful citizens. All northbound traffic in Fifth avenue was halted while the funeral car was on its way. Police associations from individual associations almost past count. The floor of the rotunda was literally heaped with these lovely emblems of mourning.

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To-day's Arrangements.

Major Mitchell's body will lie in state until 8 A. M. to-day. At that hour the doors of the City Hall will be closed to the public and preparations will be under way for the forming of the funeral procession to the cathedral. This is expected to move at 9 A. M. The composition of the procession, which will be in charge of the United States Army, has been announced.

An escort of motorcycle and of mounted policemen will lead the way. Then will come a battalion of infantry from Governors Island, a company of sailors from the Navy Yard (each with its band); Gen. George R. Dyer commanding a brigade of the National Guard made up of the Seventh, Twenty-third and Thirtieth Regiments; gun caisson bearing the coffin with its military guard; Mayor Hylan and the Board of Estimate, Gov. Whitman and State officials, foreign officers and diplomats representing our allies and their armies,

and then many delegations from civic associations, commercial bodies and clubs. Joseph P. Tumulty, Secretary to the President, will represent the Chief Executive of the nation.

The list of honorary pallbearers is as follows: Col. Theodore Roosevelt, Cleveland H. Dodge, Col. Edward M. House, Dr. Nicholas Murray Butler, George W. Wickersham, George W. Perkins, Frank L. Polk, Jacob H. Schiff, Rear Admiral Nathaniel R. Usher, Major-Gen. William A. Mann, Capt. George von L. Meyer, representing Major-Gen. Leonard Wood; Lieut.-Col. Arthur Woods, representing Major-Gen. William L. Kenly, and John G. Agat.

The procession will include delegations from the Chamber of Commerce of the State of New York, the Merchants Association, trustees of the American Museum of Natural History, trustees of Bellevue and Allied Hospitals, American Scenic and Historical Preservation Society, American Academy of Arts and Letters, League of Foreign Born Citizens, Roman Legion of America, Fifth Avenue Association, Mayor's Committee on National Defence, Bronx Board of Trade, Queens Borough Chamber of Commerce, United Irish League, Knights of Columbus, National League for Women's Service, Jewish Welfare Board, Citizens Union, Naval Scouts, Phi Delta Phi, Bar Association, New York Food Distributors Association, University Club, Federation of Women's Clubs, Women's Municipal League, Public School 115, Brooklyn, and City Hall reporters.

The delegation from the Mayor's Committee on National Defence will number 1,500 persons.

Aviators to Drop Flowers.

According to arrangements the procession should reach St. Patrick's Cathedral at about 10:30 A. M. As it of steps leading to the cathedral, the route will be Lafayette street to Fourth street, to Fifth avenue, and thence to the cathedral at Fifth street. Two-fifths of the space in the cathedral is reserved for the holders of cards of admission. The remaining space is open to the public without cards. It is probable that solemn high requiem mass

will be celebrated about 11 A. M. by the Rev. Terence Shealy, S. J., assisted by Chaplain Cabanel of the Chasseurs d'Alpine and the Rev. G. Sepler of the Church of Notre Dame. The interment, under military regulations and auspices, will be at Woodlawn Cemetery at about 2 P. M.

Many associations and societies that have adopted resolutions of sympathy and regret sent these expressions yesterday to Mrs. John Purroy Mitchell and Mrs. James Mitchell at the latter's home. Among these were the Woman's Suffrage party, which regretted not only the loss of an able citizen and staunch patriot but mourned the death of a faithful champion of suffrage; the Bureau of Municipal Research, the Japanese Association, the Knights of Columbus, the Hotel Association, the Public Service Commission, the Harlem Patriotic League, the Merchants Association, the Advertising Club, the Associated Commercial Travelers of America and the Union League Club.

Union League Club's Sympathy.

The Union League Club adopted these resolutions:

Whereas the Union League Club of the city of New York has learned with profound sorrow of the sudden death of John Purroy Mitchell while patriotically training to be of service to the United States on the battlefields of France; and

Whereas Major Mitchell had devoted the full measure of his youth and maturity to the service of the city of New York and of the United States in the course of what promised to be a career of the highest usefulness to his country in the present war; and

Whereas John Purroy Mitchell throughout his career had invariably maintained the highest principles of conduct and the highest ideals of public service, so that his life and death will constitute an undying example for the emulation of the young men of the city and nation; now therefore be it

Resolved, That the Union League Club of the city of New York appoint a committee, including its officers and the members of the executive committee, to attend the funeral of Major Mitchell, and that a copy of this preamble and resolution be spread upon the minutes and that an engrossed copy be sent to Mrs. Mitchell in evidence of sincere and deep sympathy.

Among the expressions of sympathy received yesterday by Mrs. John Purroy Mitchell and Mrs. James Mitchell was

a letter from Major-Gen. Leonard Wood, who wrote:

"The news of yours and the nation's loss in the sad and untimely death of your husband has just reached me. Please accept my most sincere sympathy in the great loss and sorrow which has come to you, the loss which all of us that knew him feel and the sorrow that we all shall feel."

"I feel his loss very keenly and know how far he would have gone in winning the great war had he lived. He gave all one can give—life itself—in the great cause in which so many of us must fall. He gave freely and with a cheerful heart. He gave as those are giving who are falling in the battle line."

Former Comptroller William A. Prendergast cabled his sympathy. A letter from Alan R. Hawley, president of the Aero Club, asked Mrs. Mitchell to believe that Major Mitchell's patriotic sacrifice will be an incentive to the young men of the country to fight for the cause of liberty and freedom.

Jack Cooper of Stamford, Conn., at one time physical trainer for Mr. Mitchell, telegraphed: "This is the hardest telegram I ever composed. I desire to express my deepest sympathy and condolence to the wife of one of God's noblest men. He was a thoroughbred among men, and the whole nation will mourn for him as such."

There were messages also from C. Yada, Consul-General of Japan, and from Gov. R. I. Manning of South Carolina.

The New York Stock Exchange will close to-day from 11 A. M. until noon, together with the Consolidated Exchange and the Sugar-Coffee Exchange. The Cotton Exchange will close from 11 A. M. until 11:45 A. M.

It was learned yesterday that Major Mitchell's life was insured on an ordinary life policy calling for \$144,000 by the Travelers Insurance Company of Hartford, Conn. The policy was written about two years ago.

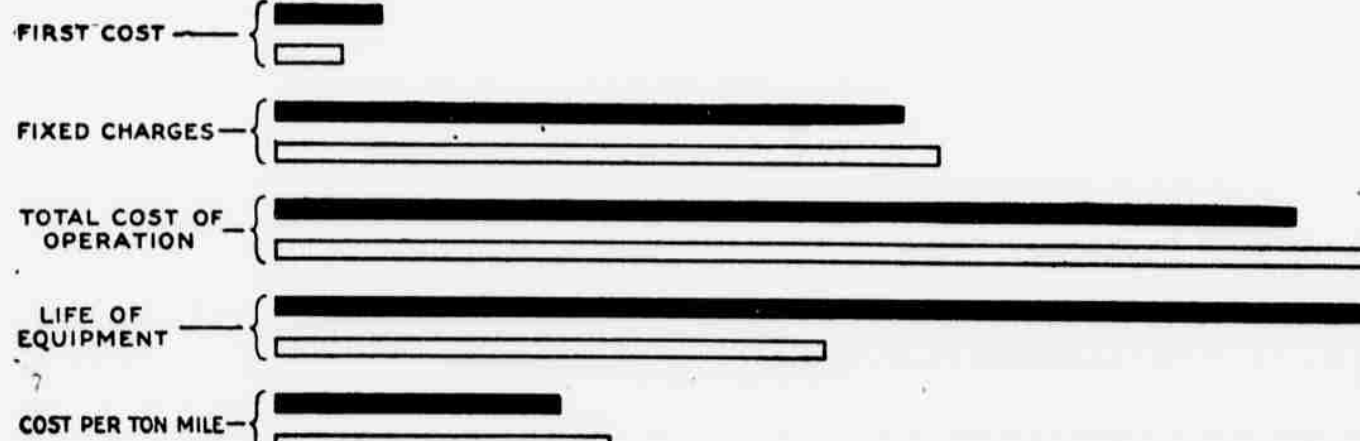
Curtis Is War Prosecutor.

George M. Curtis, Jr., former Assistant Corporation Counsel, has been appointed a special United States Attorney for this district for the duration of the war, to prosecute cases arising out of violation of the Federal war statutes. For many years he has been a thorn in the side of John H. McCooey, as the leader of Independent Democratic movements in the Flatbush Assembly district, but Mr. Curtis declares he is out of politics for good.

FIRST COSTS and OPERATION COSTS

The diagram is designed to demonstrate the ratio of first-cost to operation-cost of motor truck equipment.

Represents Correct Equipment and Methods
Represents Incorrect Equipment and Methods



THE transportation problem as a whole revolves around the single consideration of costs.

There are two costs:
One for equipment—the investment;
and one for production—the operation cost.

The cost of equipment depends upon its worth. Its worth is measured before the price asked is paid.

The buyer of motor trucks recognizes today as never before, that while quality construction increases first cost, it not only

increases the life of the equipment at a much greater ratio, but it substantially decreases operation costs.

Automotive transportation authorities are able to present figures from the actual performance of their trucks giving complete evidence of this fact.

The buyer should know in detail the costs of operating his transportation equipment. He must be able to compare the economy of correct methods and good equipment and the exorbitant cost of bad methods and inferior equipment.

Packard trucks

PACKARD MOTOR CAR COMPANY of NEW YORK
Automotive Transportation Engineers

BROADWAY AT 61ST STREET

BROOKLYN LONG ISLAND CITY WHITE PLAINS POUGHKEEPSIE NEWARK PATERSON
PLAINFIELD JERSEY CITY HARTFORD NEW HAVEN NEW LONDON SPRINGFIELD PITTSFIELD

SILVER APPERSON LINEAGE

SILVER-APPERSON-EIGHTS are built by the famous Apperson Brothers, who, in

1893 Built the first commercially practical automobile.	1901 Were the first to run 100 miles without a stop.
1895 Were awarded first prize for the best designed gas engine for motor cars (at Chicago).	1904 Created the first Chicago-to-New York record (72 hours) continuous day and night running. In this run the Appersons were the first to use double ignition, magneto and battery.
1897 Won the first speed contest held in America (at Boston).	
1898 Made the first long overland run (from Kokomo to New York).	

Their latest and greatest achievement is the Silver-Apperson-Eight, whose motor has but one cam-shaft and but two cam-gears, doing away with the complicated trigger-board—thereby eliminating eighty parts.

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